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*Transportation
of dangerous goods legislation:
**changes
are headed
this way***

AGENCY

INSIGHT

Disasters in disaster journalism

What is a reporter's responsibility in the wake of a fatal emergency incident? To report the news, obviously, but it's time for a change in the definition of what actually constitutes "news". Bad news is not all the news there is; suffering and destruction is only half the picture. Every miserable tragedy has its share of glory: people lending a hand to strangers, stuffing sandbags under a hot sun for hours on end, cooking and cleaning and providing a shoulder to cry on. It just seems that the devoted efforts of volunteers and support personnel never get enough notice.

Too often, there is only enough time on the nightly news to show the wreckage left by disasters. The pictures of carnage and devastation are misleading. They do not reveal the courage and humanity of people who have the will to rebuild their lives, and the people who

help in the process. If disasters prove anything, it is that all of us, even the most unlikely among us, are capable of the most extraordinary feats of valour.

At *Insight*, we try to keep a balance between emergency reporting and a focus on the constructive events that are going on in emergency preparedness circles.

In this edition, Shaun Hammond, Executive Director of the Dangerous Goods Control Division, writes about the consensus building process by which the Transportation of Dangerous Goods legislation is being reviewed. Training Officer Stu Black lets us peek into the diary he kept during his stint helping flood victims in the American midwest this summer. We also venture into the news behind the news: Librarian Teresa Richey explains what the *Information Age* means in real terms for us all.

Finally, there are some big changes taking place in our agency, and in this edition we explain some of them, including the reason why *Insight* will now charge for a subscription.



■ July '93 — Victims of Hurricane Hugo deliver supplies to flood victims in the American Midwest.

Thank you for taking a moment to fill out the subscription card enclosed in this magazine. We appreciate your support and, as always, invite your comments.

Bonnie Shulman

Insight is published quarterly by Alberta Public Safety Services (APSS). The publication aims to inform readers about current developments concerning topics which relate to the mandate of APSS: to prepare for, respond to and follow up on man-made or natural disasters in Alberta. This mandate includes activities in the areas of disaster services and management, as well as the handling, offering and transporting of dangerous goods.

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Alberta
PUBLIC SAFETY SERVICES



Perspectives on dangerous goods regulations:

the Minister's point of view

JAN 4 1994

Insight recently spoke with the Hon. Peter Trynchy, Minister, Alberta Public Safety Services, about the safety regulations for the transportation of dangerous goods by road.

Q In this dangerous goods edition of *Insight*, we provide information about the regulations in Alberta and across the country which control the shipment of dangerous goods by road. Why are the regulations so complex?

A Regulations are in place because the safe transportation of dangerous goods on our highways must be a prime concern. Dangerous goods come in many shapes and sizes. They are shipped in a variety of containers and by all modes of transport. We need rules for the safe transportation — but these rules must be clear and simple. All government regulations are being reviewed to reduce the regulatory burden on business, improve the climate for economic development, reduce government costs and accelerate decision making.

Q Are you reviewing the dangerous goods regulations?

A Yes, the provincial regulations are being reviewed. Since the provinces have adopted the federal regulations to be consistent across the country, we look on the provincial review as a prime opportunity for input on how the national regulations should be streamlined and simplified.

Q How will this process work to solve the concerns of business and industry with the regulations?

A The federal regulatory review was completed earlier this year. Transport Canada has begun the process of developing the draft amendments to simplify and streamline the regulations. I believe that the most useful moment to ensure that the right changes are made, is at this stage. The Dangerous Goods Division has gathered a lot of information over the years on where industry is having difficulty complying. This information has been gathered from calls to the Coordination and Information Centre, permit applications, discussions with industry and from inspection reports. This data has been used to develop our initial input to the process.

Q What do you hope will come out of this review?

A I want the regulations simplified and updated to meet the existing competitive business climate.

Q Is there any way the trucking industry and industry in general can participate in this review?

A Yes. Premier Klein has demonstrated that he wants public input into all changes and new government proposals. The streamlining of dangerous goods regulations is no different. Anyone who has a suggestion to make or a point they feel should be considered can call the Coordination and Information Centre. I will ask APSS to keep me informed about how suggestions from industry have been handled.

APSS will consult extensively with industry. A workshop is being planned for late January where business and industry can provide direct input and help us prepare a comprehensive "Alberta" submission to Transport Canada.

DG Control Division reorganizes

As a result of the downsizing that has taken place in APSS, the Dangerous Goods Control Division has reorganized to ensure that the best possible services are offered to the groups impacted by the Transportation of Dangerous Goods (TDG) Regulations.

The On-Highways Branch has been merged

with the Facilities Inspection Branch to form the Inspection Services Branch. Larry Knight is the Chief Inspector.

The Coordination and Information Centre has taken on some new functions, and is now called the Technical Services Branch. John Harpin stays on as the Director. The

Regulatory Standards and Approvals Branch has been renamed the Risk Assessment Branch to better reflect its new functions. Ian Zaharko is the Director, but during his secondment to Environment Canada, the running of the Branch will be John Harpin's responsibility.

"There are three kinds of lies - lies, damned lies, and statistics" — Mark Twain

Dangerous goods statistics

**Shaun Hammond, Executive Director
Transportation of Dangerous Goods
Division**

In response to a number of requests from respondents to the recent APSS client survey, here are a selection of statistics from the Dangerous Goods Division's files. Obviously, any statistic is only as good as the quality of the base data, but with sufficient data points we can perhaps draw some conclusions on the general trends in the transportation of dangerous goods.

Incident Statistics

Following the implementation of the TDG regulations in 1986, the APSS Coordination and Information Centre (CIC) began receiving reports of chemical spill incidents from a number of sources. Most of these reports originate from the local police, but many are also called in by industry, fire departments and the public. The CIC and its federal counterpart, CANUTEC, have a close working relationship, and the CIC is automatically called by CANUTEC regarding incidents in Alberta. What do we do when we receive the calls? According to a pre-determined call-down procedure, the CIC notifies all the necessary provincial departments. For example, Alberta Environmental Protection is automatically called upon to advise about cleanup and to monitor the procedure. Occupational Health and Safety will be notified of any worker injury, Transportation and Utilities about potential road closures, and the Energy Resources Conservation Board on upstream petroleum spills.

Many chemical spills are reported to APSS, in fact, some 2,460 since April 1986. Some of these incidents do not occur during the transportation phase, but during manufacture, storage or use. The CIC separates these incidents from the total to get a true picture of road transport incidents involving dangerous goods. Since April 1986, a total of 1,317 road transport incidents have been reported, which averages 186 incidents per year.

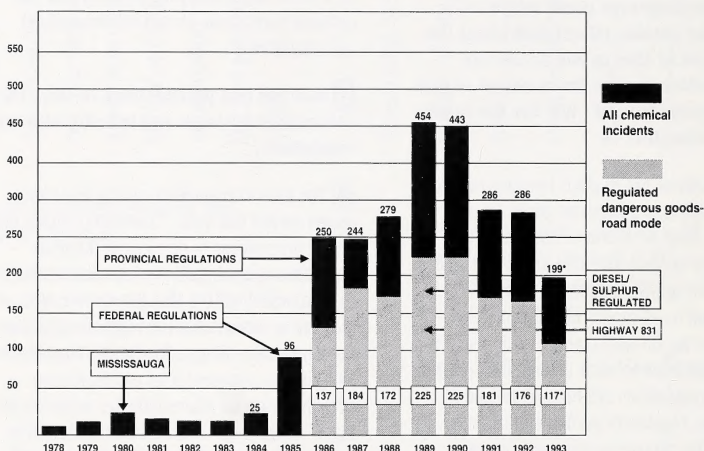
Shown graphically, the data reveals some interesting trends. The impact of the federal and provincial regulations is apparent, as is the August 1989 amendment which regulated diesel and molten sulphur. Also in 1989, the CIC had a significant increase in calls after the Highway 831 incident, in which sodium dichromate was spilled along a considerable length of the road.

The figures for 1993 are to the end of August. It is worth noting that since 1987, the number of road transport incidents involving dangerous goods reported to APSS has remained fairly constant, ranging from 170 to 225 incidents per year.

Using this data, we have plotted the trend line for road incidents (Graph 2).

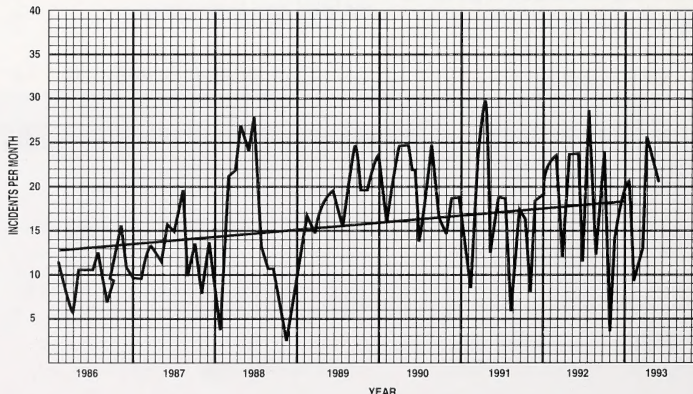
Graph 1

CHEMICAL INCIDENTS REPORTED TO APSS



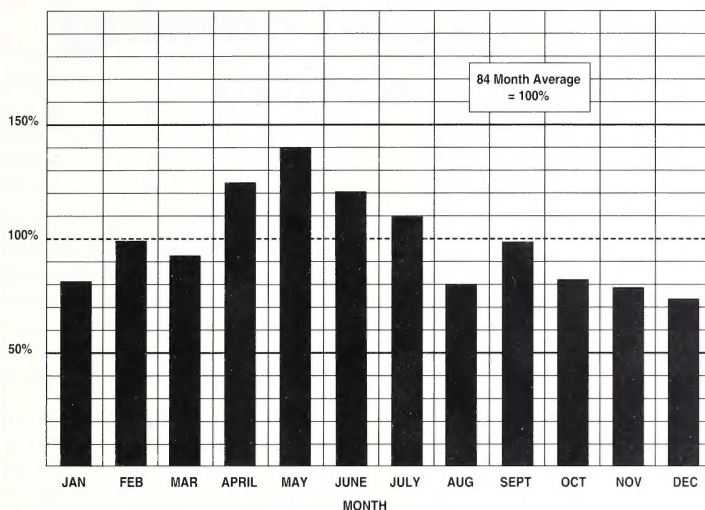
Graph 2

**DANGEROUS GOODS DIVISION
ROAD TRANSPORT INCIDENTS REPORTED TO APSS**



Graph 3

REPORTED ROAD MODE DANGEROUS GOODS INCIDENTS
ALBERTA SEASONAL INDEX: 1986-1992
(Including Diesel and Molten Sulphur Incidents)



The trend line (the straight line graph, over the month to month plots), shows an annual increase of about 9 per cent. The problem with this long term trend is that the influence of the amendment to the regulations in 1989, which included molten sulphur and diesel as regulated products, is a dominating factor. If we were to plot the trend from 1989 to the present moment, the trend line would be flat (no annual increase in road incidents).

As for seasonal variations in road transport accidents, some interesting trends appear.

The base line index (100%) is the 84 month average of the road incidents. Each month is indexed to this mean level and shown as a bar graph. The months where we see an excess over the 84 month mean occur in April through July, with peaks approaching the mean in February and September.

We have looked at the spring peak, and this coincides with the spring fertilizer shipments, where an increased volume of anhydrous ammonia and ammonium nitrate fertilizer is shipped. The peak in September again generally correlates to the fall application of fertilizer.

Waste shipments to Swan Hills

There has been some recent discussion on the issue of waste shipments to Swan Hills. One of

the concerns is the safety of the shipments. Using data supplied by Swan Hills, we can gauge the relative frequency of incidents involving dangerous goods versus shipments of wastes.

Since the Swan Hills facility opened in 1988, there have been a total of 2,615 shipments (to August 1993). To date there has been one minor spill, a frequency of 1:2,615. For the same period, there have been a total of 1,111

spills of dangerous goods, or about 193 per year average.

Our estimates are that the total number of truckloads of dangerous goods transported in Alberta annually is approximately 300,000 to 350,000. Thus the spill frequency for regular shipments of dangerous goods is in the range of 1:1,550 to 1:1,800.

There are probably many reasons for this difference. One is that the total capacity at Swan Hills is a very small fraction of the total volume of dangerous goods on the highways. Also, the waste transportation system has imposed on itself much more stringent safety requirements and additional packaging standards than for regular dangerous goods shipments.

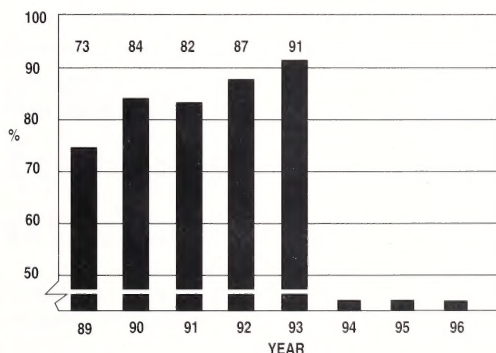
Compliance statistics

Just how well is industry doing in terms of compliance? Once again, we have some measures of compliance, taken during the random highway check stops. There has been a gradual improvement in the compliance rates, and when we compare these rates for dangerous goods across North America, Alberta carriers do very well, with results that are among the best in North America.

Some statistics. We will leave you to draw any conclusions!

Graph 4

DANGEROUS GOODS
ON HIGHWAY COMPLIANCE RATE
(% of carriers in compliance/calendar year)



Product Profiles go on sale

Since its inception in March 1989, each edition of *Insight* has contained a description of a dangerous good which is transported regularly on Alberta highways. We call this feature our "Product Profile", and the response from readers has been remarkable. We've heard from readers who save "Product Profiles", or tape them to the walls for easy reference. We've even had calls from people who wanted to collect all the "Product Profiles" ever produced, a total of 17 as of June 1993.

To meet reader demand, we have gathered all the "Product Profiles" into a book available for purchase at \$25 each, GST included. So far, one major chemical company has already ordered 30 sets. To order a set of "Product Profiles", fill out the form in this edition of *Insight*, or call 451-7120 and ask for a brochure.

Your purchase doesn't end once you receive your package. Every year we will reprint the year's "Product Profiles" and send them to you so that you can update your book.

"The purchase of these Profiles does not allow the purchaser to copy the Profiles. There is a copyright statement to this effect in the set of Profiles which can be ordered by completing this form."

☐ I wish to purchase a set of Product Profiles for the cost of \$25.00 (includes GST)

Name _____

Address _____

Postal Code _____

Telephone () _____

☐ I wish to receive the updated Product Profiles every year and understand that I will be invoiced \$10.00.

Please make cheque or money order payable to the Provincial Treasurer and mail this order form along with payment to:

Alberta Public Safety Services
Communications
10320 - 146 Street, Edmonton
Alberta T5N 3A2
(403) 451-7120

Transportation of dangerous goods

What's up and coming for the regulatory review

Many of you who receive Transport Canada's *Dangerous Goods Newsletter* will have read an article in the summer 1993 edition on the upcoming regulatory review. The APSS Dangerous Goods Division is a member of the federal-provincial group reviewing the development of the new regulations following the federal regulatory review.

This review coincides with the regulatory review implemented by Premier Klein in Alberta. We are using this opportunity to give industry the input it needs to the federal process.

We are concerned that, in our discussions with the national review group, we should be able to present a comprehensive list of concerns from Alberta industry. Calls to our Coordination and Information Centre (CIC) and our analysis of permit applications have helped us identify areas where industry has difficulty interpreting the regulations, or finds the conditions imposed by the regulations difficult or impossible to comply with during normal operations.

We too have difficulty applying some of the criteria from the federal regulations to certain situations. We are trying to identify as many of these as possible.

The process being undertaken by the provinces and Transport Canada is a rigorous review of the legislation. The objective is to simplify and update the regulations and resolve specific problems. To prevent this process from dragging on, a specific timetable has been implemented. Each part of the regulations will be reviewed monthly. Input from a number of sources will be used to redraft, correct or simplify each section.

By the end of February, the process should be complete, and a consultation package will be circulated for review and comment. Following revision of the proposals, the redrafted proposal will be formally published in *Canada Gazette Part I* for official comment.

Anyone who wishes to is invited to submit comments or to draw APSS' attention to a particular problem area. The CIC can take your suggestions over the telephone at 1-800-272-9600. Or, if you prefer, fax your comment to the CIC at (403) 451-7199. We will make sure that your input is included in our submissions to Transport Canada.

We are also collecting input from industry and safety associations. By the end of the year, we should have a fairly good idea of the direction in which the proposals are moving. At that stage we plan to hold a workshop at the APSS Training School where we will review the progress to date and get as much input as possible from industry.

We have two objectives for the workshop. First, we want to make sure that the process to update, simplify and clarify the regulations is on track. Second, we want to bring many of the affected industries together to ensure that all concerns are tabled and discussed. If possible, we hope to develop a consolidated "Alberta" submission to the review process. We will keep industry well informed at every stage of the review process.

Shipping dangerous goods to rural communities

Transporting commodities cost-effectively to rural communities has always been somewhat of a problem. While urban centres have large industries and a well developed transportation system, many rural communities have fewer transportation choices.

Rural communities rely on air and railway services where these exist, but the economics of transportation combined with supply and demand for goods, including those marked "dangerous", have made rural communities rely on well established bus lines to provide both passenger and goods transportation.

The more common dangerous goods transported to rural communities include medical supplies such as pharmaceuticals and oxygen; industrial equipment containing dangerous goods; agricultural products and test samples from the oil exploration industry.

The accident rate for bus transportation of dangerous goods is low compared to the number of shipments made. Over the last four years, APSS records indicate that there have been nine spills of dangerous goods on buses in Alberta, none of which resulted in any recorded long term effects. Most of these incidents could have been avoided had a little common sense been used.

Pointers:

The consignor is responsible for ensuring that a dangerous goods shipment complies with the Transportation of Dangerous Goods Regulations, and for ensuring that the load



can withstand the rigours of the journey. There are a number of requirements in the legislation regarding shipments of dangerous goods on a passenger bus. For example, the shipper must:

- package the material correctly
- prepare documentation with all required information
- ensure all safety marks appear on the outside of the package, including the package orientation label for liquids
- respect allowable maximum net quantities per package
- make sure container lids are secure; tape them shut, if possible

- cushion inner containers carrying liquids to prevent damage during handling; consider including absorbent material in case of a leak
- protect the valves on cylinders from impact
- do not over-fill containers; in hot weather products might expand and cause a leak

For more information on shipping dangerous goods, call the Coordination and Information Centre at APSS, 24 hours a day, at **422-9600** in Edmonton, or **1-800-272-9600** across the province.

No doubt you're aware that government is streamlining its operations. Every department is striving to focus on those activities in which it best serves its key client base. At Public Safety Services, we've implemented a program of continuous improvement to help us perform at our best. We are asking clients for their opinions on how well we meet the standards demanded by our mandate.

Client review underway

In September 1993 we mailed some 2,500 questionnaires to people we work with across Alberta, as well as to our emergency preparedness colleagues throughout the rest of Canada and also in the United States. The response rate was relatively high: a 15 per

cent return within the first few days. The early returns were highly informative. In fact, we have already implemented some of the suggestions we received.

When the questionnaires have all been returned, we will take two additional steps. First, APSS employees will get on the phone and speak with respondents who consented to a personal interview. Then we'll complete the client review process with a focus group workshop.

The results of the client review will be featured in the next edition of *Insight*.

Meet our inspectors

The APSS team of Transportation of Dangerous Goods inspectors is up to full strength. The inspectors' aim is to promote voluntary compliance with the Transportation of Dangerous Goods Act and Regulations through education and awareness. However, in the few cases where compliance is not achieved, enforcement will be considered as an option.

We'd like to encourage you to get to know the inspector in your area. He's there to provide you with help and advice on TDG related matters, so don't be shy to give him a call.

Larry Knight

**Chief Inspector
Edmonton
451-7136**

Larry served 23 years with the RCMP before joining APSS in 1985. He first worked as an inspector in Grande Prairie and Edmonton, then became Special Investigator for the province prior to assuming the duties of Chief Inspector in October 1992. Larry keeps his adrenaline going by playing squash and watching lots of boxing.



Elbert Manderville

**Senior Inspector
Edmonton
422-1909**

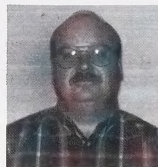
Elbert, who joined APSS in 1992, was once a fraud investigator and supervisor of corporate security for the Western Canada Lottery Corporation in Stettler. He is also a 20-year veteran of the RCMP and a genuine Mr. Fix-It when it comes to home improvement.



Don Clark

**Senior Inspector
Calgary
297-6440**

Don began his APSS career in the Coordination and Information Centre, where he accumulated vast amounts of knowledge about TDG legislation. With his degree in microbiology and his nine years of experience at APSS, Don is referred to as the "resident expert" and the "old man" of the team. In his free time Don heads to the mountains and skis down them.



Dave Doll

**DG Inspector
Red Deer
340-5102**

Dave spent 28 years in the RCMP, serving in Saskatchewan, Ontario and Alberta, before joining APSS in 1990. Normally a careful, cautious and considerate person, Dave has been known to let loose during Old Timers' hockey games.



Bill Simington

**DG Inspector
Edmonton
422-1909**

Following a 25-year RCMP career, Bill built his own business in Saskatchewan, then moved his family to Hawaii, where he earned a degree in psychology. In 1993 he joined APSS and earned a reputation as a whiz on roller blades.



Adam Borys

**DG Inspector
Lethbridge
381-5222**

Adam has been with APSS since August 1993. He is a former member of the Medicine Hat City Police who can boast of having paddled a canoe from Rocky Mountain House to Montreal in 1967 to mark Canada's centennial.



Terry Wallace

**DG Inspector
Calgary
297-6440**

Terry joined APSS in July of 1993 from Alberta Consumer and Corporate Affairs and is kiddingly referred to as the baby of the team.



John Oman

**Inspector
Grande Prairie
538-5295**

John served 25 years with the RCMP before joining the APSS Dangerous Goods team in April, 1993. John graduated from the University of Alberta in 1984 with a B.A. General with distinction. He enjoys community involvement, serving as an Officer in the Order for the St. John's Ambulance and as Branch Chairman in Grande Prairie. He is also involved in the Boy Scout movement and coaches minor sports. John's interest is hunting (for what you may well ask).



When the train leaves the tracks

In December 1992 a CN freight train emergency incident in Oakville, Manitoba developed into an event of national concern. Three locomotives derailed, along with 29 cars, 27 of which were carrying products defined as dangerous goods. The town was evacuated. The evacuation lasted for 57 days, and eventually kept Oakville residents away from home throughout the Christmas holidays.

The incident, and more specifically the industry and government response, has been and still is the subject of much debate. Of particular interest to those Alberta municipalities that might face similar dilemmas is the decision to begin and end an evacuation and the responsibility for its costs. Many local authorities have expressed their concerns to us.

To help debate the issue, we decided to conduct an Emerging Issues workshop based on this kind of incident set within an Alberta framework. We called it: "When the Train Leaves the Tracks - Multi-Jurisdictional Emergencies".

Our goals included:

- participation from local authorities, industry, and provincial and federal government
- development of a scenario involving a complicated mix of jurisdictions
- discussions addressing issues of concern to everyone involved in the incident

We definitely did *not* want to analyze or critique what happened in Oakville - that would have been inappropriate and presumptuous. We also did not intend this workshop to imply any criticism of CN Rail's (or for that matter CP Rail's) Alberta operations. These two organizations have well-respected track records in safety operations.

Interest in the workshop rapidly became evident. So many registrations arrived by mail, phone and fax that we decided to run a second printing of the workshop brochure and hold at least one more workshop. We have

now conducted two sessions with about 90 people at each one, and it appears there is sufficient interest to take a session on location to southern Alberta.

The scenario we developed had enough jurisdictional complexities to make it an excellent vehicle for discussion. We had a freight train carrying dangerous goods derail on the bridge over the Pembina River, between the villages of Evansburg and Entwistle. The exact location of the derailment lay between the two villages, on the boundary of the County of Parkland and ID 14, between two provincial constituencies, slightly upstream of a large provincial park and campsite, and alongside the busy Yellowhead Highway. Certainly, jurisdictions aplenty!

Three locomotives derailed, along with 29 cars, 27 of which were carrying products defined as dangerous goods.

Both workshops opened with a welcome from APSS Managing Director Mark Egner. Six presentations followed, from people we referred to as "baseline" speakers, who described the different perspectives held by a range of organizations.

Our first speaker, Dr. John Read, Director General of Transport Canada's Transport Dangerous Goods Directorate, described what Transport Canada's mandate would be in the workshop scenario, and how Transport Canada officials would likely respond on site.

Rick Boyd, CN Rail's District Manager for the Alberta Region, spoke about their approach to assuring safety. He described how he envisaged CN staff would work with the representatives of other organizations at an incident of this nature.

The next presentations were given by representatives of two companies that produce dangerous goods (coincidentally, both companies had products aboard the Oakville train). Rick McInerney, Plant Manager of Marsulex Inc. (located in Fort Saskatchewan, Alberta) spoke about this relatively small company's emergency response resources, training and procedures. Paul Duncan, Manager, Materials Management, Western Canada Operations, Dow Chemicals Canada Inc., described similar procedures in place at Dow's very large Fort Saskatchewan facility.

Our final two speakers were Jeri Lupul, Senior Investigator for the Chief Medical Examiner's Office, Northern Region, who spoke on her department's role in disasters, and its involvement in criminal investigations. Linda Warford, News Director, CBC Radio Edmonton, spoke about media relations during emergencies.

The workshop participants then divided up into six smaller groups, each consisting of representatives from the local authority, industry, and government. Discussions were driven by a series of pre-planned questions about potential jurisdictional conflicts, such as site control, evacuation decisions and media relations. In the wrap-up plenary session, participants tackled unresolved issues and questioned the panel of guest speakers.

The evaluations we received from workshop participants indicate that this workshop was a resounding success. Clearly, APSS has been told by our clients to continue providing forums where industry, government and the general public gather to exchange ideas on key emergency preparedness issues.

Editor's note: Future workshops are being planned. For more information please call the Training School at 422-0346.

CARRIER'S GUIDE TO DANGEROUS GOODS

This guide is intended to assist the carrier with the shipment of dangerous goods. For specific Regulatory details, consult the Transportation of Dangerous Goods Regulations for the exact requirements for the shipping of dangerous goods.

STEP 1

Carry a valid training certificate

Everyone transporting dangerous goods must have a valid Training Certificate signed by the current employer and available on demand.
(Secs 9.2, 9.3, 9.4(2), 9.5 & 9.7)

STEP 2

Check your vehicle safety

The vehicle must be roadworthy, properly suited for the dangerous goods being carried, and the cargo compartment must be free from nails or sharp protruberances that could cause leaks, emissions or other damage to the vehicle, load, property, people or the environment.
(Motor Transport Act and TDG Regs. sec. 7.35, 7.36 & 7.37)

STEP 3

Check the documentation that is supplied to you

A. Non-waste shipments: documentation should have all the specific information required by Part IV of the Regulations (**shipping name, class and Product Identification Number, identification of the type and number of placards required**). Copies of any permits should be attached.

For more than one shipment on the same vehicle: each shipment should have a set of documents. Check for multiple delivery/collection sheets. Read any special transportation instructions and clarify any questions before leaving.
(Secs 4.8, 4.9, 4.10, 4.11, 4.12, 4.12.1, 4.13, 4.14)

B. Waste shipments: waste manifests are required. Ensure that the correct parts of the manifest are supplied, completed and signed.
(Secs 4.15, 4.17, 4.18(d))

C. Special shipments: infectious substances, explosives and radioactives may require additional documents and/or permits. Make sure all documents provided by the shipper are carried with the load.
(Secs 4.10, 4.11, 4.14)

D. Empty packages, containers or vehicles that have not been cleaned and purged require documents to show the words "Residue, last contained...".
(Sec 4.19, 5.13)

E. Ensure the correct safety marks are applied
The correct quantity and type of safety marks must be securely attached to the packaging and/or vehicle and or trailer(s) before loading begins. The number and type of placard can be obtained from the document. Carriers are responsible for placarding if multiple pickups exceed placardable limits.
(Secs 5.1, 5.5, 5.6, 5.6.1, 5.16 to 5.20)

F. Check the condition of the load

G. Ensure the correct safety marks are applied
The correct quantity and type of safety marks must be securely attached to the packaging and/or vehicle and or trailer(s) before loading begins. The number and type of placard can be obtained from the document. Carriers are responsible for placarding if multiple pickups exceed placardable limits.
(Secs 5.1, 5.5, 5.6, 5.6.1, 5.16 to 5.20)

STEP 4

Ensure the correct safety marks are applied

The correct quantity and type of safety marks must be securely attached to the packaging and/or vehicle and or trailer(s) before loading begins. The number and type of placard can be obtained from the document. Carriers are responsible for placarding if multiple pickups exceed placardable limits.
(Secs 5.1, 5.5, 5.6, 5.6.1, 5.16 to 5.20)

STEP 5

Check the condition of the load

STEP 6

Ensure load security

Shipments must be securely stowed with no risk of damage to the means of containment, goods or transport unit. Cylinders must be secured with their safety valves oriented so that they operate in the vapour space of any liquified gas.
(Sec 7.38)

STEP 7

Document location in transit

All documents should be within the driver's reach in the cab or in a pocket on the drivers door. Vacant vehicles must have documents on the driver's seat, with the lot attendant or in a waterproof receptacle on the outside of the vehicle.
(Sec 4.23)

STEP 8

Interlined/Intermodal/International shipments

Extra or different documentation and safety marks may be required for some types of dangerous goods imported from outside Canada.
(Secs 4.3.1, 4.24, 4.25, 5.2, 5.3)

STEP 9

Special requirements

Certain dangerous goods may not be shipped with other dangerous goods or must be segregated from them in the same transport unit.
(Secs 7.39, 7.40, 7.41)

STEP 10

Incident, loss or delay reporting

Shipments that are involved in incidents, losses/theft or delays must be reported promptly to the appropriate authority (the local police).
(Secs 9.10, 9.11, 9.13, 9.14)

STEP 11

Retention of documents

A copy of the documentation must be held on file by carrier for a minimum of 2 years.
(Secs 4.26, 4.27)

**APSS can help you with any questions you may have about the proper shipping of dangerous goods.
Our Coordination and Information Centre (CIC) is just a phone call away, 24 hours a day.**

CIC HOT-LINE

Toll-free 1-800-272-9600

Edmonton 422-9600



Dangerous Goods Incidents 1992/93

Among the many duties of the Coordination and Information Centre, the coordination of the provincial response to incidents is a major one. During an incident the Centre undertakes to provide assistance by gather-

ing information and by contacting the Dangerous Goods Inspectors, provincial and federal government departments and industry to ensure that the consequences of an incident are mitigated and any spill is

cleaned up in accordance with provincial standards.

Some of the more notable incidents that occurred between April 1, 1992 and March 31, 1993 are listed here.

Date	Location	Substance	Incident Details
14 April 92	Calgary (SE)	Corrosive liquid	Vehicle rolled over spilling several hundred gallons
27 April 92	Lacombe	Anhydrous ammonia	Tanker rolled into ditch but did not leak
28 April 92	Gibbons	Anhydrous ammonia	Tanker-second vehicle collision; driver of second vehicle killed
5 May 92	Yellowhead Trail - 17 Street Edmonton	Corrosive liquid	Battery acid spilled on major highway
9 June 92	Calgary (Central)	Infectious substance	Water-ice used instead of dry-ice packing; leakage gave false alarm
17 June 92	Edmonton (NW)	Propane	Bulk tanker on fire; surrounding homes evacuated; controlled burn used to dispose of gas
2 July 92	Suffield	Compressed gases	Two vehicle accident resulting in loaded cylinders protruding through vehicle roof
17 July 92	Beaverlodge	Light fuel oil	Bulk tanker rollover and fire with total destruction; one residence evacuated
24 July 92	Robb	Petroleum crude oil	Tanker rolled over without leaking; driver killed
30 July 92	Whitcourt	Diesel fuel	Bulk delivery truck rollover; 350L spilled
6 August 92	Edmonton (Central)	Infectious substance	Suspected rabies sample stopped; shipped without proper documentation
24 August 92	Slave Lake	Petroleum crude oil	Defective equipment caused 3,800L spill over 16 km stretch of highway
26 August 92	Grimshaw	Diesel fuel	Road tanker rollover and fire; driver airlifted to hospital burn unit
28 September 92	Aldersyde	Diesel fuel	Road tanker rollover; 3,500L fuel spilled
30 September 92	Camrose	Propane	Road tanker rolled over blocking highway several hours; no gas emission
1 October 92	Rocky Mountain House	Diesel fuel	Road tanker rollover; 800L oil spilled
24 October 92	Cadogan	Petroleum crude oil	Tanker rolled over trapping driver; 15,000L spilled; driver freed with "Jaws of Life"
25 October 92	Morrin	Anhydrous ammonia	Brake failure caused pipe connection break and gas leak
3 November 92	Edmonton	Poisonous substance	Pesticide spilled during delivery to school; school evacuated as precaution against exposure risk
23 December 92	Nisku	Caustic soda	Bags broken open and chemical spilled
14 January 93	Dunvegan Bridge	Diesel fuel	Tanker-pickup collision killing two; fuel tank ruptured
2 February 93	Edmonton (Central)	Sodium hydroxide	Spill from damaged containers in truck terminal

Prosecutions

The focus of the Inspection Branch of Dangerous Goods Control is to assist industry in its compliance with the dangerous goods legislation. Prosecution remains an optional tool which the Inspection Branch use to enforce the Regulations. From April 1, 1992

to March 31, 1993 a total of 128 companies or individuals were prosecuted involving a total of 161 charges. There were also a total of 801 tickets issued, 83 of which were voluntary payment summonses which are now an option available to inspectors designated

under the Transportation of Dangerous Goods Control Act.

The following is a list of some of the prosecutions and the fines over a two month period:

Sample of charges laid within the province of Alberta under the Transportation of Dangerous Goods Control Act and Regulations, May/June 1992

Carrier/ Shipper	Court Location	Regulation/Act	Charges	Fines
Shipper	Lethbridge	Regulations	Documentation	MAY \$ 400.00
Shipper	Grande Prairie	Act	4 separate charges	\$2,000.00
Carrier	Calgary	Regulations	Documentation, Training, Safety Marks	\$1,000.00
Carrier	Edmonton	Regulations	Training	withdrawn
Shipper	Edmonton	Regulations	Training	\$ 600.00
Shipper	Edmonton	Regulations	Documentation	\$ 400.00
Carrier	Edmonton	Regulations	Documentation, Training	\$ 400.00 one charge withdrawn
Shipper	Red Deer	Act	1 charge	\$ 400.00
Carrier	Sherwood Park	Regulations	Training	\$ 600.00
Carrier	Ft. Saskatchewan	Regulations	Training	withdrawn
Carrier	Edmonton	Regulations	Training	withdrawn
Shipper	Vermilion	Act	1 charge	JUNE \$ 400.00
Carrier	Calgary	Act	1 charge	withdrawn
Carrier	Hinton	Regulations	Training	warrant
Shipper	Drumheller	Regulations	Training	\$ 400.00
Carrier	Calgary	Regulations	Training	\$ 400.00
Shipper	High Prairie	Act	1 charge	\$ 600.00
Carrier	Calgary	Regulations	Safety Marks	\$ 400.00
Carrier	Red Deer	Regulations	Safety Marks	withdrawn
Shipper	Edmonton	Regulations	Training	\$ 600.00
Carrier	St. Albert	Act	1 charge	\$ 600.00
Shipper	Drumheller	Act	1 charge	\$ 600.00
Carrier	Calgary	Regulations	Training, Safety Marks	\$1,200.00
Carrier	High Prairie	Regulations	Training (2)	\$1,200.00
Shipper	Ft. McMurray	Act	1 charge	withdrawn
Carrier	Leduc	Regulations	Safety Marks	withdrawn
Carrier	Edmonton	Regulations	Safety Marks	\$ 600.00
Carrier	Ft. McMurray	Act	2 charges	new date

Notes from the floodplain

At the request of the Red Cross, Training Officer Stu Black set off to the American midwest this summer to provide flood victims with hot food, cold drinks and the necessities of life from an Emergency Response Vehicle. Along with his disaster relief partner, an extroverted young Chicago woman named Nui (Newie and Oldie is how they were known), Stu saw the flood at its worst. Now back in Edmonton, he is documenting his experiences for future use in upcoming emergency courses at the APSS Training School.

The following statements, some in shorthand, are excerpted directly from the notebook he carried with him night and day.

July 17.
Depart. Not really sure of what's going on
Scary as hell, talked to some of the residents, very
sturdy, gutsy people
Faced with wipe-out, some already have been, yet they
hold their heads high to face whatever nature gives
It scares the hell out of me and I have nothing to
lose/only 20 more days for me & they have the rest of
their lives here
One man says his "shop" out back is under water,
putting him into the unemployment line. Feel sad for
all of them
Some appear embarrassed to receive help.
Need diphtheria shot!
Hear volunteers complain of feeling useless
Back in Hannibal, Mo./load up supplies from
Baptist kitchen (good bunch of people)
Stress of living with the unknown - the waiting - the
sound of water running through the levee for 2 days
(dull roar)
I'm tired; that's enough for tonight.

continued on page 16



■
Not even Tom
Sawyer would have
had much fun at
Sawyer's Creek Fun
Park in Missouri
this summer.
■

■
A young Missouri boy fishes for catfish on what used to be the street in front of his house. Health officials warned the boy not to eat anything he caught.
 ■



■
A Red Cross vehicle is flanked on the left by a National Guard personnel carrier and on the right by a truck belonging to an independent relief provider.
 ■

■
This is all that remained of a mobile home once the flood waters receded.
 ■



Notes from the floodplain

continued from page 14

My predecessor called folks around here "his" people. I never thought I would do the same, but here I am, calling them "my" people. I feel very attached to them.

The young lady and her daughter finally got to see their house today. She was really broken up — tears are coming to my eyes just thinking about her. The extent of her loss finally sinking in...she just found it so hard to bear.

Red Cross HQ for this area is an old hospital that had gone out of use just before the floods came. All Red Cross trucks drop their supplies off here, everything from Pampers to soda pop.

Local stores donate tons of food, we just approach them in our Emergency Response Vehicle and they load us up with goods — we bring them over to the Southern Baptist volunteers so they can prepare meals.

This ERV is getting to feel like home. Every morning we're up at 4:15 a.m., heading off to southern Baptist kitchen, then an hour's drive up the road to feed the flood victims. Getting used to this.

Can't say enough about the Southern Baptists — they take turns volunteering all at their own expense.

Not all of Hannibal is under water — levees protected downtown area, it's still dry.

Trailers for temporary housing that were promised to victims haven't arrived. Saw one grandmother in tears, she can't take living out of the shelter anymore.

Children here rather quiet, a bit reluctant at first to accept our food treats, hesitant to approach us. Thank goodness for Nui, they've taken to her.

National Guard are here, we are permitted by

Red Cross to give them snacks but they seem very self-sufficient.

Met new recruits from Quebec today. They speak a little English, but amongst themselves, over the radio, they speak French; some of our American friends are a little puzzled!

Met one gutsy lady from Hannibal today. She has put up with a lot and still carries on...

Highway between Wayland and Alexandria completely under water.

How Nui gets the energy to break the ice and cheer people up I'll never know.

Today we say good-bye. Nui in tears. She has become very attached. I should be happy to be heading home, but I am heartbroken.

Hannibal wants us to come back! Nui and I are invited to attend its re-opening party...whenever that is...

Listen up, rural Alberta: Can we talk?

The Coordination and Information Centre (CIC) at APSS takes calls about emergency incidents, and also makes calls when an incident threatens. For example, when the CIC gets word of severe thunderstorm warnings in a given area (from the Alberta Weather Centre in Edmonton) the CIC Officer calls, in the following order: the Director of Disaster Services, the Assistant Director, the Secretary, and finally the Reeve or Mayor.

Sometimes warnings can be issued on such short notice that there is very little time to prepare, but in other instances it is possible to issue a warning up to two hours before the disturbance reaches the area.

Successful contact in the case of storm warnings depends on us having your correct phone number. That is why we are asking municipalities to provide up-to-date names and phone numbers to the nearest APSS District Officer,

and to consider implementing a pager system or informing us of a local 24-hour emergency line that we can contact so that we are guaranteed to reach someone.

Advance planning

If and when you get a call from us about an approaching storm, will you know what to do? Advance notice of an approaching storm is useless otherwise. We suggest you consider the following measures:

- notify your local emergency responders — a heightened level of readiness may be necessary and they may wish to contact Mutual Aid Agreement responders.
- contact your local public works department to prepare for any possible damage to property or roads
- notify local health care facilities: this will help them prepare to protect their patients

or residents, or to receive injured citizens in the event of a severe storm or tornado

- notify local utility companies in case immediate repair is necessary for power, water or telephone outages
- watch regional networks or cable systems (e.g. CBC, CTV, ITV, the Weather Channel) for current weather reports, and tune in to Weatheradio if available
- notify local citizens if public warning devices are in place

For additional information, give your local APSS District Officer a call, or call the Plans and Operations branch in Edmonton at 427-2772, (toll-free throughout the province at 1-800-272-9600).

Getting access to what you need:

The dilemma of the information age

Teresa Richey
Librarian

The winds of change are blowing, especially in the information community. Many of you are noticing the phrase "information economy" creeping into our daily vocabulary. There is the personal computer, electronic bulletin boards, e-mail, Free-Nets, CD-ROM, interactive video, and virtual reality. We are only just beginning to realize the impact these new ways of utilizing information will have on our personal and business lives. This new economy is also having an impact on the hazard management community.

With this new age comes the realization that information is a commodity that has a real dollar value. We will have to change the way we view traditional information services such as libraries and government agencies. The cost of your annual subscription to this publication is one such change. The way we view the value-added aspect of professionals who make sense of and summarize information into a saleable product will also change. New products beyond our present imagination will feed information hungry consumers in the hazard management world.

Business opportunities will be created as we come to appreciate the value of information that can be transformed, manipulated and reformatted using today's technologies.

For me, it is amazing the value information acquires by being delivered to you in a non-traditional manner. A professional is generally willing to pay 8.5 times more for information delivered than it costs a library to acquire⁽¹⁾. Is this because professionals consistently undervalue information services? Or is this because information specialists consis-

tently underestimate the value of the services they provide? Which ever the case, you can be sure someone out there is ready to take advantage of your willingness to pay in the new information economy. As you ease your way into this new market remember this: good, fast and cheap information does not exist. Good and fast, is never cheap. Fast and cheap is not good, and of course, good and cheap is never fast.

Technology is the key to the information age. To be successful, we must become sophisticated users of these technologies. This means more than being familiar with various computer operating systems, popular software, or using the Internet to talk to counterparts worldwide. This also means learning the difference between good data, bad data, and useless data. Otherwise your primary malaise will be information overload combined with an empty pocketbook.

As the electronic super highway works its way into each home and office you will use it for keeping up to date on current affairs, and communicating with relatives, business associates and the public. But you will also use it for on-line, interactive design and research, data and document transfer for at-home workers and so on.

The ramifications will be endless. For example, think of the differences between a lecture-driven case study on disaster management, a situation simulation and mock-up, and an unstructured virtual reality training session in the near future. It is not the information that has changed. It is the way information is and will be used that has made this radical change. The near future is yesterday's science fiction.

Business opportunities will be created as we come to appreciate the value of information that can be transferred, manipulated and reformatted using today's technologies.

Some visionaries say a keyboard and a modem will enrich life for all. And of course, the user will pay. But others remind us of the following:

- only 25 per cent of the population own microcomputers, and a far smaller percentage have modems⁽²⁾,
- current trends in accessibility of information will create new social classes; the information rich and the information poor⁽³⁾.

What does this mean to you in this International Decade for Natural Disaster Reduction?

This new age, like the beginning of the industrial age before, will not be without its difficulties and injustices. With time though something close to the ideal should be reached. This is "the right information to the right person, at the right time, in the right mode, for the right purpose, at the right cost"⁽³⁾.

I look forward to receiving your questions using electronic means in the near future. But, I'll also still answer the phone, use the mail to send out books and videos, and welcome visitors and researchers to the library. I'm looking forward to the information age reaching its full potential. And so I'm sure are you.

Footnotes

(1) Griffiths, Jose-Marie and Donald King. **Special libraries : increasing the information edge**. Washington, D.C. : Special Libraries Assoc., (SLA research series 9). 1993. 197p.

(2) Campbell, Brian "Social problem, tech solution?". **Quill and Quire**, 59(7) : 10. July 1993.

(3) Palmer, Richard P. and Harvey Varnet. **How to manage information : a systems approach**. Phoenix, Ariz. : Oryx Press, 1990. 138p.

Product Profile

Automobile Air Bags

Editor's note: The following article by Ken Jones, Fire Services Advisor for the Ontario Fire Marshall, is reprinted with kind permission of *Canadian Emergency News*, in which it first appeared in June 1992 as "AIR on the Side of Safety".

Local police, fire and ambulance personnel respond to a motor vehicle collision and find that a relatively minor rear-end collision has taken place at a busy intersection. The car with the front-end damage has a deployed air-bag.

Emergency personnel, as well as a number of bystanders, come in contact with a powdery substance. Some concern is raised about the powder and its possible effects on the health of the individuals. Calls are made to get more information and the area is cordoned off for several blocks so others don't become contaminated.

A Hazardous Materials Team is requested to respond. The clothing of twenty people is subsequently removed and each member of the group is decontaminated in showers at the scene and then individually transported to hospital for treatment.

Sound farfetched?

The scenario described is a true incident. The responders took the necessary precautions based on information they had on motor vehicle *air bag* systems.

This incident resulted in newspaper headlines that read:

"Showers for all after car air bag explodes"
"Air bag's routine residue alarms emergency crews"
"Crash activates air bag, confusing rescuers".

How would you or your agency have acted in the same situation?

Do you know how air bag systems work?

Do you know what precautions to take if the air bag has not deployed?

Do you know what actions to take if the air bag has deployed?

Do you know what the powdery residue on and around the bag is?

Do you know what happens to the air bag system and its chemicals in the event of a vehicle fire?

These are logical questions that you and other emergency responders should know the answers to.

Some misinformation on air bags has been disseminated in the last few years that has raised concern and has caused a great deal of confusion for emergency responders. Occasionally, agencies have given written direction to personnel such as: "Do not approach a vehicle with a deployed air bag for 10 to 20 minutes to allow for steering column cooling." You can see that this would be a real dilemma if the occupants in the vehicle had life-threatening injuries. Had the emergency responders in the scenario at the beginning of this article understood the recommended procedures to be followed at an accident involving a vehicle with a deployed air bag, their actions would probably have been quite different.

The U.S. Department of Transportation has stated that "Some of the information circulating among rescue professionals.....significantly exaggerates the potential hazards of air bags during rescue operations. Furthermore, some of the guidance being offered could result in unnecessary, and perhaps more hazardous operating conditions for personnel as well as delays in assistance to occupants of cars involved in crashes."

The U.S. D.O.T. further states that "deployed air bags are not dangerous and that there is no reason to delay emergency medical treatment in a crash involving an air bag." (U.S. D.O.T. publishes a pamphlet giving the proper actions.)

The purpose of this article is to give you, the emergency responder, some basic information on "air bags" and some contacts for obtaining additional information that could become part of your [agency's] training program.

Air Bag Facts

- "Air bags" are (Supplemental Restraint Systems) (SRS) (Supplemental Restraint Systems) (Supple etc. Air bags are used in conjunction with seat belts in place of them.
- There are millions of vehicles currently equipped with air bags.
- The number of deaths and injuries caused by motor vehicle collisions has increased dramatically since the introduction of air bags.
- Air bags can be found in light trucks, vans, small buses, etc.
- If a vehicle has a deployed air bag, the steering wheel also has a sensor. As an option, an air bag can be located on the dashboard.
- Air bags are designed to operate on frontal or near frontal impacts (not side, rear or rollover impacts) with sufficient severity - comparable to a collision into a solid wall at 10 to 14 mph or above.
- Air bag systems have been activated on numerous occasions and have reportedly performed as expected in protecting motorists from injury and death in serious frontal collisions.

A general description of air bag system operation is as follows:

1. Sensors (generally located near front of vehicle) detect sudden deceleration. Note: A very small number of vehicles (eg. specific model Jaguars for the U.S. market) utilize a mechanical air bag system ("Breed" air bag) that does not utilize separate/remote sensors and wiring, etc. but rather a system where all components are in the hub of the steering wheel.
2. An electrical current is utilized to initiate a rapid chemical reaction of the chemical propellant (primarily sodium azide) sealed

Product Profile



inside the inflator module located in the steering wheel hub that produces nitrogen (the same gas that makes up 80 per cent of the air we breathe) to inflate the air bag.

3. The air bag is inflated in a "blink of an eye lid" to cushion forward motion of vehicle driver/occupant.

Other important facts:

- A. There is a very loud "bang" (much like a gun being fired) when the bag is deployed. Apparently very few occupants of a vehicle remember hearing the "bang", presumably due to the sound of breaking glass and crumpling metal.
- B. A white powder (primarily talc powder or corn starch) becomes airborne in the vehicle interior.
- C. There is a slight smell of smoke (the canister containing the chemicals becomes quite hot for a very short period of time).
- D. The air bag deflates almost while it is inflating due to vent holes in the rear of the bag and the forward impact by the vehicle occupant. The bag does not come out and stay like a beach ball as is commonly thought, but rather within a second or two just hangs from the centre of the steering wheel hub very much like a deflated beach ball.

It is not possible, nor is it the intent, of this article to cover all aspects of air-bag-equipped vehicles. Although most vehicle air bag systems operate in the generic way, it should be fully understood that there are some marked differences in each system.

Emergency responders would be encouraged to further their familiarity with air bags by contacting local automobile dealers to obtain specific information on particular makes and/or models or vehicles. Many of the typical questions and answers that are pertinent to emergency responders can be found in the USA D.O.T. pamphlet referred to above.

Additional training and information can be obtained from:

Ford Motor Corporation - "Rescuers' guide for Ford Motor Company air bag supplemental restraint system" (phone 1-800-387-4966).

General Motors Corporation - "General Motors answers your questions about air bags in GM cars in emergency rescue situations" (phone 1-800-263-3777).

Transporting air bags:

At present air bags are transported under the authority of a Federal Permit for Equivalent Level of Safety as:

"Air bag inflators" or "Air bag modules for supplemental restraint systems", Class 4.1, NA 1325, Packing Group III. Apply for this permit from the Transportation of Dangerous Goods Directorate in Ottawa.

After Amendment Schedule #18 has been enacted (anticipated late 1993) the above permits will no longer be required as air bags will be shown in Schedule II, List II of the Transportation of Dangerous Goods Regulations, as follows:

Air bag inflators (or) air bag modules (or) seat belt pre-tensioners (or) seat belt modules, Class 9.1, UN 3268, PG III and subject to Special Provision #122. Placarding is required for shipments over 500 kg (1,100 lb) gross mass. Amounts less than 500 kg require class 9.1 labels.



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The Transportation of Dangerous Goods Division of APSS has reorganized.

This chart will help you find your way around the Division.

Technical Services	Inspection Services	Risk Analysis
Information Centre	Facilities Inspections	Permits
Incident Response Coordination	On Highways Inspections	DG By-laws
Information Bulletins	TDG Audits	Regulatory reviews
Disaster Services Responsibilities	Enforcement	Legislative planning
EDP Support	Investigations	Trend Analysis
Emergency Response Assistance Planning - Advice and Inspections		Interpretations
Packaging and Containers - Advice and Inspections		

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Services, 10320 - 146 Street, Edmonton, Alberta T5N 3A2. An invoice will be sent to you later. The good news is that we will return to producing four issues of the magazine per year instead of three.